



 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC98IA004		Aircraft Registration Number: N9304F	
		Occurrence Date: 10/20/1997		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place KASIGLUK	State AK	Zip Code 99609	Local Time 1000	Time Zone ADT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On October 20, 1997, about 1000 Alaska daylight time, a Cessna 208B airplane, N9304F, had a left aileron jam during the landing approach to the Kasigluk Airport, Kasigluk, Alaska. The airplane was being operated as a visual flight rules (VFR) nonscheduled cargo flight under Title 14 CFR Part 135 when the incident occurred. The airplane, operated by Peninsula Airways Inc., Anchorage, Alaska, was not damaged. The certificated airline transport pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect. The flight originated at the Bethel Airport, Bethel, Alaska, at 0930.</p> <p>The pilot reported he was maneuvering to land on runway 35 at the Kasigluk Airport, and began a left turn to enter the downwind portion of the landing approach. During the turn, the pilot utilized full aileron deflection, and noticed the aileron momentarily jammed. He was able to force the control wheel to the right, unjamming the aileron. The pilot continued the landing approach, and landed without encountering further control problems.</p> <p>The pilot indicated that following the landing, he began to taxi to the ramp. Due to a strong crosswind, the pilot deflected the ailerons fully to the left. The aileron once again jammed, and the pilot was unable to force the control wheel to the right. The operator reported the incident flight was the first flight of the day for the airplane.</p> <p>The airplane ailerons utilize balance weights that are attached to the interior surface of the leading edge of the aileron at the inboard, and outboard ends of the aileron. Five screws are inserted through the leading edge skin of the aileron, through the balance weight, and into self-locking nuts attached to a nut strip assembly.</p> <p>Company maintenance personnel conducted an inspection of the aileron, and reported 1 screw was missing. Three of the remaining 4 screws were loose, and backed out sufficient distance to contact the trailing edge of the wing, forward of the aileron. The left aileron was jammed in a full, leading edge down, position.</p> <p>The operator's maintenance personnel replaced the screws, and did not report any obvious failure or damage to the attaching screws. The operator found slightly loose balance weight screws in other Cessna 208B airplanes. In each case, the self-locking nutplates still had proper grip. The operator indicated their maintenance department personnel have since applied loctite to each screw.</p> <p>The Cessna 208B information manual provides a description of a preflight inspection that includes an examination of the ailerons as part of a walk-around inspection of the airplane. In addition, the balance weights should be inspected during every 100 hour inspection.</p> <p>A review of the manufacturer's service condition report data base, and the Federal Aviation Administration malfunction and defect report system did not reveal any other reported incidents of</p>					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: ANC98IA004	
	Occurrence Date: 10/20/1997	
	Occurrence Type: Incident	
Narrative (Continued)		
<p>aileron jamming.</p>		
<div>FACTUAL REPORT - AVIATION</div> <div>Page 1a</div>		

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC98IA004				
		Occurrence Date: 10/20/1997				
		Occurrence Type: Incident				
Landing Facility/Approach Information						
Airport Name KASIGLUK		Airport ID: Z09	Airport Elevation 40 Ft. MSL	Runway Used 35	Runway Length 1950	Runway Width 50
Runway Surface Type: Gravel						
Runway Surface Condition: Dry						
Type Instrument Approach: NONE						
VFR Approach/Landing: Full Stop						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 20800008		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 9	Certified Max Gross Wt. 8750 LBS	Number of Engines: 1		
Engine Type: Turbo Prop		Engine Manufacturer: P&W	Model/Series: PT6A-114	Rated Power: 600 HP		
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 09/25/1997	Time Since Last Inspection 34 Hours	Airframe Total Time 8638 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner AVION CAPITAL CORP.		Street Address 2404 MERRILL FIELD DR.				
		City ANCHORAGE	State AK	Zip Code 99501		
Operator of Aircraft PENINSULA AIRWAYS INC.		Street Address 6100 BOEING AVE.				
		City ANCHORAGE	State AK	Zip Code 99516		
Operator Does Business As:			Operator Designator Code: PNSA			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Commuter Air Carrier; Flag Carrier/Domestic; On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Unknown						
FACTUAL REPORT - AVIATION						

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC98IA004																																																																																
		Occurrence Date: 10/20/1997																																																																																
		Occurrence Type: Incident																																																																																
First Pilot Information																																																																																		
Name		City		State	Date of Birth	Age																																																																												
On File		On File		On File	On File	35																																																																												
Sex: M	Seat Occupied: Unknown	Principal Profession: Civilian Pilot			Certificate Number: On File																																																																													
Certificate(s): Airline Transport; Commercial																																																																																		
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																		
Rotorcraft/Glider/LTA: None																																																																																		
Instrument Rating(s): Airplane																																																																																		
Instructor Rating(s): None																																																																																		
Type Rating/Endorsement for Accident/Incident Aircraft?				Current Biennial Flight Review?																																																																														
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 08/30/1997																																																																													
<table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>5800</td> <td>150</td> <td>4700</td> <td>1100</td> <td>150</td> <td>180</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>5500</td> <td>150</td> <td>4500</td> <td>1000</td> <td>150</td> <td>180</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>180</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>60</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	5800	150	4700	1100	150	180					Pilot In Command(PIC)	5500	150	4500	1000	150	180					Instructor											Last 90 Days	180										Last 30 Days	60										Last 24 Hours	5									
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air																																																																								
Total Time	5800	150	4700	1100	150	180																																																																												
Pilot In Command(PIC)	5500	150	4500	1000	150	180																																																																												
Instructor																																																																																		
Last 90 Days	180																																																																																	
Last 30 Days	60																																																																																	
Last 24 Hours	5																																																																																	
Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? No																																																																												
Flight Plan/Itinerary																																																																																		
Type of Flight Plan Filed: Company VFR																																																																																		
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																													
BETHEL		AK	BET	0930	ADT																																																																													
Destination		State	Airport Identifier																																																																															
Same as Accident/Incident Location			Z09																																																																															
Type of Clearance: None																																																																																		
Type of Airspace: Class G																																																																																		
Weather Information																																																																																		
Source of Briefing: No record of briefing																																																																																		
Method of Briefing:																																																																																		

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC98IA004			
		Occurrence Date: 10/20/1997			
		Occurrence Type: Incident			
Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 20	SM	Altimeter: "Hg
Temperature: -12 °C	Dew Point: °C	Wind Direction: 315		Density Altitude: Ft.	
Wind Speed: 25	Gusts: 35	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0	SM	Intensity of Precipitation: Unknown		
Restrictions to Visibility: None					
Type of Precipitation: None					
Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	1	1



National Transportation Safety Board

FACTUAL REPORT
AVIATION

NTSB ID: ANC98IA004

Occurrence Date: 10/20/1997

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

SCOTT R. ERICKSON

Additional Persons Participating in This Accident/Incident Investigation:

TOM ELDRIDGE

FAA-AL-ANC-FSDO

ANCHORAGE, AK 99502